PD130
User Manual

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Table of Contents

1 INTRODUCTION 5
2 TECHNICAL DATA 6
2.1 Functional Data 6
2.2 Electrical Data 7
2.3 Environmental Data 7
2.4 Mechanical Data 8
2.5 Approvals 8
3 OPERATING PROCEDURE 9
3.1 Hardware Set-Up 9
3.2 Switch Setting Selections 9
3.2.1 Frequency Switch 9
3.2.2 Sensitivity 10
3.2.3 Automatic Sensitivity Boost 10
3.2.4 Filter Mode 10
3.2.5 Pulse Relay 11
3.2.6 Presence Time 11
3.2.7 Reset Switch 11
3.3 Power Fail (Option) 11
3.4 Front Panel Indicator 13
4 PRINCIPAL OF OPERATION 14
4.1 Detector Tuning 14
4.2 Detector Sensitivity 14
4.3 Modes of Operation 15
4.4 Response Times 15
5 INSTALLATION GUIDE 16
5.1 Product Safety Requirements 16
5.2 Operational Constraints 16
5.2.1 Environmental Factors to Consider 16
5.2.2 Crosstalk 17
5.2.3 Reinforcing 17
5.3 Loop and Feeder Specification 17
5.4 Sensing Loop Geometry 18
5.5 Loop Installation 18

6 CONFIGURATION 21
6.1 PD131 Enhanced Detector - Order number 301FT0119 21
6.2 PD132 Enhanced Detector - Order number 301FT0101 23
6.3 PD134 Enhanced Detector - Order number 301FT0122 24
7 APPLICATIONS 25
8 CUSTOMER FAULT ANALYSIS 26
8.1 Fault Finding 26
8.2 DU100 – Detector Diagnostic Unit 27
8.3 Interpretation of DU100 Readings 28
8.3.1 Frequency 28
8.3.2 Frequency drift 28
8.3.3 Sensitivity 28
8.3.4 Time 29
8.3.5 Crosstalk 29
8.4 Functional Test 29
Appendix B.1 IEC 60950-22:2005 – Outdoor cabinet 31
Appendix B.2 IEC 60950-22:2005 - Northern Europe 31
Appendix B.3 IEC 60950-1:2005 – Overvoltage Category 31

WARNING: 1. **This unit must be earthed!**

WARNING: 2. **Disconnect power before working on this unit!**

WARNING: 3. **Installation and operation by service personnel only!**

WARNING: 4. **No user serviceable parts inside. Only service personnel may open the unit to change internal settings. Warranty void if cover removed!**

WARNING: 5. **Always suspend traffic through the barrier area during installation and testing that may result in unexpected operation of the barrier.**

WARNING: 6. **USA**

FCC Advisory Statement – Refer to Appendix A at the end of this document.

WARNING: 7. **Europe**

Disposing of the product:

This electronic product is subject to the EU Directive 2002/96/EC for Waste Electrical and Electronic Equipment (WEEE). As such, this product must not be disposed of at a local municipal waste collection point. Please refer to local regulations for directions on how to dispose of this product in an environmental friendly manner.

1 INTRODUCTION

The PD130 Enhanced Vehicle Detector is a single channel microprocessor based detector designed specifically for parking and vehicle access control applications. The PD130 Enhanced Vehicle Detector has been designed using the most up-to-date technology in order to meet the requirements of a vast number of parking applications (in terms of operating conditions and options available to the user.)

The primary function of the detector is to detect vehicle presence by means of an inductance change, caused by the vehicle passing over a wire loop buried under the road surface.

The detector has been designed for ease of installation and convenience. The various modes are selected by changing the positions of the switch on the front of the unit.

The switches allow for different loop frequency settings, sensitivity settings and mode settings.

The PD130 Enhanced Vehicle Detector provides visual output (LED) on the front of the enclosure and relay change-over contacts are taken on the 11 pin connector at the rear of the enclosure. The LED indicates the power has been applied to the unit, that a vehicle is present over the loop and if there is a fault on the loop. The Presence relay is fail-safe and will close on a vehicle detect or in the event of power failure or a loop fault.

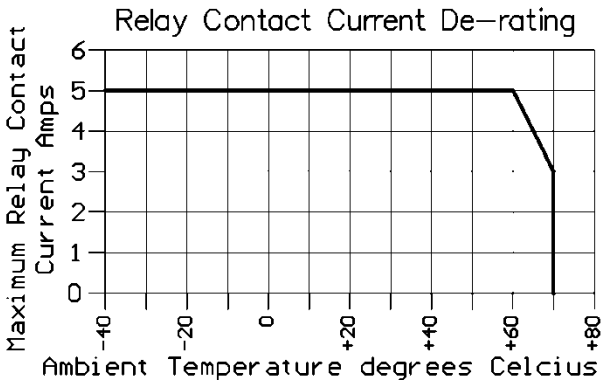
2 TECHNICAL DATA

2.1 Functional Data

Tuning	Fully Automatic	
Self-tuning range	20 µH to 1500 µH	
Sensitivity	Four step switch selectable	
	High	0.02 %ΔL/L
	Medium High	0.05 %ΔL/L
	Medium Low	0.10 %ΔL/L
	Low	0.50 %ΔL/L
Frequency	Four step switch selectable	
	Frequency dependent on loop size	
Automatic Sensitivity Boost	Switch selectable	
Filter	Switch selectable 2 second filter	
Presence Relay	Fail-safe	
Presence Time	Switch selectable:	Limited presence
		Permanent presence
Pulse Relay	Switch selectable: Pulse on detect	
	Pulse on undetect	
Pulse Output Duration	150 milliseconds	
Response Times	100 milliseconds	
Detect Outputs	Relays rated – 5 A @ 230 V_{AC}	
	Optional – Opto Isolated 50mA @ 30 V_{DC}	
Drift Compensation Rate	Approx. 1 %ΔL/L per minute	
Visual Indications	1 x Power LED - Red	
	1 x Channel Status LED - Green	
Reset	Push button on front of enclosure	
Surge protection	Loop isolation transformer, gas discharge tubes and Zener diode clamping on loop input	
Power Fail (Option)	10 minutes memory retention of detector state on power failure	

2.2 Electrical Data

Power requirements	12 V -10% to 24 V +10% (PD134) 120 V_{AC} ± 10% (48 to 62Hz) 230 V_{AC} ± 10% (48 to 62Hz) Requirement: 1.5 VA Maximum @ 230 V
Relay Contact Rating	Relays rated – 5 A @ 230 V_{AC} Optional – Opto Isolated 50mA @ 30V_{DC} For ambient temperatures above 60°C De-rate the relay Maximum current as per graph below

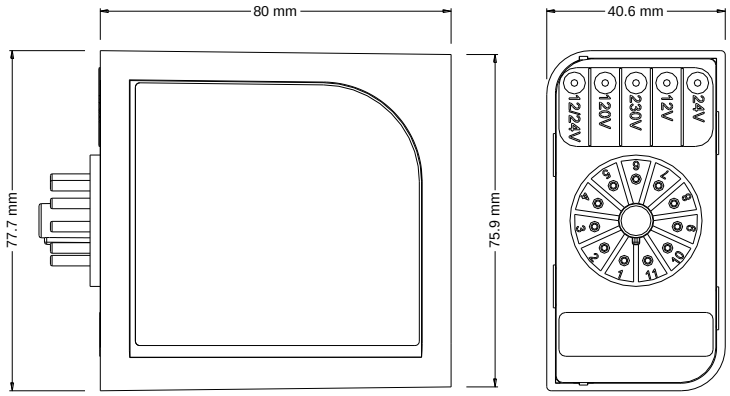


2.3 Environmental Data

Storage Temperature	-40°C to +80°C
Operating Temperature	-40°C to +70°C
Humidity	Up to 95% relative humidity without condensation
Circuit protection	Conformal coating over the PCB and all components
IP Rating	IP30

2.4 Mechanical Data

Housing Material	ABS blend
Mounting Position	Shelf or DIN rail mounting
Connections	11-pin Submagnal (JEDEC No. B11-88)
Size of Housing	78mm (H) X 41mm (W) X 80mm (D)



2.5 Approvals

CE Regulations:	EN 301 489-3 Equipment Type: III
	Class of Equipment: 2
	EN 50293 Performance Criteria B
Safety:	IEC / EN 60950-1

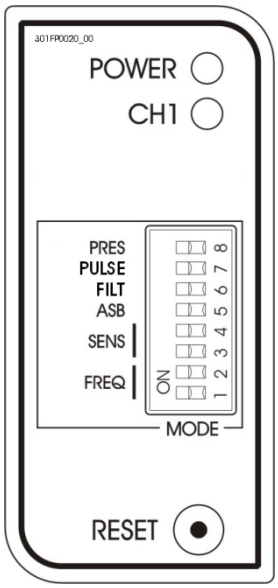
3 OPERATING PROCEDURE

3.1 Hardware Set-Up

The PD130 Enhanced Vehicle single channel parking detector is designed to be shelf or DIN rail mounted, with the controls and visual indicators at the front, and wiring at the rear of the enclosure.

The power, loop and relay outputs are all connected to the single 11-pin plug, which is mounted at the rear of the enclosure.

3.2 Switch Setting Selections



3.2.1 Frequency Switch

The frequency switches are the lower two switches, switches No. 1 and 2. There are four frequency selections:

SW2	SW1	
Off	Off	High
On	Off	Medium-High
Off	On	Medium-Low
On	On	Low

The frequency switches allows the operating frequency of the loop to be shifted higher or lower depending on the switch position. The frequency of the loop is determined by the loop size, and the frequency of the switch simply causes a frequency shift on the loop.

Where more than one detector is used the detectors must be set-up to ensure that there is no cross-talk (interference) between the detectors. This can be achieved by ensuring that the loops of the two detectors are spaced sufficiently apart (approximately 2 metres between adjacent edges) and also ensuring that the detectors are set to different frequencies. As a general rule, the detector connected to the inductive loop with the greatest inductance should be set to operate at the lowest frequency. Loop inductance increases as loop size, number of turns in the loop and feeder length increases.

3.2.2 Sensitivity

The sensitivity of the detector allows the detector to be selective as to the change of inductance necessary to produce a detect. There are four sensitivity selections:

SW4	SW3	
Off	Off	High
On	Off	Medium-High
Off	On	Medium-Low
On	On	Low

3.2.3 Automatic Sensitivity Boost

Automatic sensitivity boost is a mode which alters the un-detect level of the detector. This mode is selected by Switch No. 5 on the front of the enclosure:

SW5	
Off	Disabled
On	Enabled

Automatic sensitivity boost causes the sensitivity level to be boosted to a maximum on detection of a vehicle, irrespective of current sensitivity level and maintained at this level during the entire presence of the vehicle over the loop. When the vehicle leaves the loop and the detection is lost, the sensitivity level reverts to the pre-selected level.

3.2.4 Filter Mode

The filter mode is selected with the mode Switch No. 6 shown below. The filter produces a delay turn-on time of two seconds when a vehicle occupies the loop. This is to enable small,

unwanted objects to pass over the loop without being detected. The filter option may be used on any sensitivity setting.

SW6	
Off	Disabled
On	Enabled

3.2.5 Pulse Relay

The pulse relay may be made to operate on detect (entry) or on undetect (exit) of a vehicle. This option is selected with Switch No. 7:

SW7	
Off	Pulse on Detect
On	Pulse on Undetect

3.2.6 Presence Time

The presence time may be set to permanent presence or to limited presence. In permanent presence mode the detector will continuously compensate for all environmental changes whilst there is a vehicle present over the loop. The presence mode is set with Switch No. 8:

SW8	
Off	Limited Presence
On	Permanent Presence

3.2.7 Reset Switch

The detector automatically tunes to the inductive loop connected to it when the power is applied, whether on initial installation or after any break in power supply. Should it be necessary to retune the detector, as may be required after changing any of the switches or after moving the detector from one installation to another, momentary operation of the RESET switch will initiate the automatic tuning cycle.

3.3 Power Fail (Option)

The detector is able to retain the output state for a power failure of not greater than 10 minutes. Thus, when the power is restored, the detector will not re-tune but return to the detect state prior to the power failure. If a vehicle was on the loop during power failure, it will remain detected when power is restored.

3.4 Front Panel Indicator

While the detector is tuning, the ON (Red) LED will glow .The OUTPUT LED (Green) will extinguish when the system is tuned. The green LED will flash at a rate of 1 Hz during tuning. This is used to indicate the frequency of the loop to the user. Every flash of the LED is equivalent to 10 kHz. It will stop when the operating frequency is reached. This operation is also performed whenever the reset button is depressed.

The ON (Red) LED will glow permanently to indicate that the unit is functional. The red LED also serves as an optical interface to the DU100 Diagnostic Unit.

If faults exist with the loop the green LED will come on and flash off at the rate of 2Hz indicating the fault. If the fault is self-healing the detector will continue to operate but the LED will remain on, indicating to the user that a fault has occurred. The LED will go off for a moment during an undetect indicating this, thereafter returning on. This condition can be restored by removing the power or by depressing the reset button.

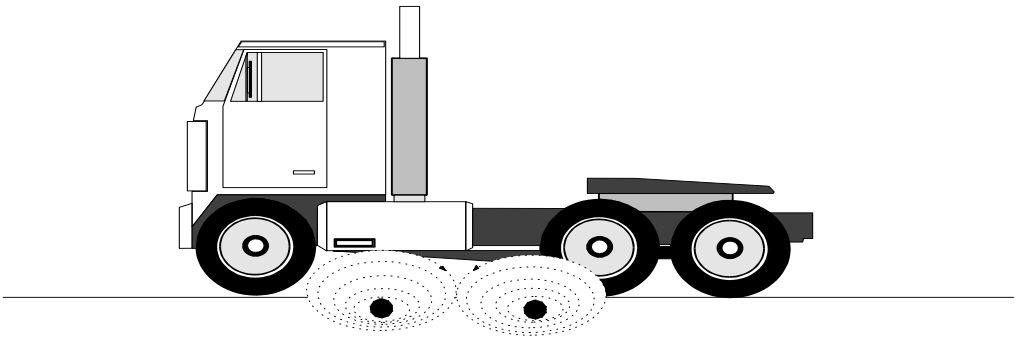
The green LED will also glow whenever a vehicle is detected passing over the inductive loop.

4 PRINCIPAL OF OPERATION

The inductive loop vehicle detector senses the presence of a vehicle over an area defined by a loop of two or more turns of wire, laid under the road or pavement surface. This loop of wire is connected to the detector by a twisted pair of wires called a loop feeder.

A vehicle passing over a sensing loop causes a small reduction in the inductance of the loop, which is sensed by the detector. The sensitivity of the detector is adjustable to accommodate a wide range of vehicle types, as well as different loop and feeder combinations.

Upon detection of a vehicle passing over the loop the detector operates its output relays, which may be used to indicate controls associated with the installation.



4.1 Detector Tuning

Tuning of the detector is fully automatic. When power is applied to the detector upon installation of the system, or when a reset is initiated, the detector will automatically tune itself to the loop to which it is connected. The detector will tune to any loop with an inductance in the range 20 to 1500 micro-henries (µH).

This wide range ensures that all loop sizes and feeder combinations will be accommodated in the tuning range of the detector.

Once tuned, any slow environmental change in loop inductance is fed to a compensating circuit within the detector, which keeps the detector correctly tuned.

4.2 Detector Sensitivity

Sensitivity of the detection system is dependent on factors such as loop size, number of turns in the loop, feeder length and the presence of metal reinforcing beneath the loop.

The nature of the application determines the required sensitivity, which may be adjusted by means of the sensitivity switches on the front of the enclosure.

Sensitivity levels of the PD130 Enhanced Vehicle Detector have been carefully optimised for parking and vehicle access control applications. The detection of small unwanted objects such as bicycles and trolleys can be eliminated by selecting lower sensitivity levels whilst

high-bed vehicles and vehicle/trailer combinations will not lose detection by using **A**utomatic **S**ensitivity **B**oost (ASB) option.

ASB operates as follows: When ASB is disabled, the un-detect level is dependent on the sensitivity setting of the detector. Hence as the detector is made less sensitive, the un-detect level will reduce accordingly. When the ASB is enabled the un-detect level is fixed irrespective of the sensitivity setting and will be equivalent to the un-detect level when the sensitivity is on maximum setting.

4.3 Modes of Operation

In the presence mode the detector will give a continuous output during the presence of a vehicle over the inductive loop. As the detector is designed with the permanent presence feature, the detector will indicate vehicle presence for an unlimited period of time. If the permanent presence is not selected, then the detect time will be dependent on the change of inductance. The presence time on the limited presence setting will be approximately 1 hour for 3% Δ L/L.

The pulse relay outputs a pulse of 150 milliseconds duration. When set to “pulse on detect” the detector will give a pulse on detection of a vehicle. When set to “pulse on un-detect” the detector will give a pulse output when the vehicle leaves the loop.

The presence output is known as a fail-safe output. This implies that in the event of a power failure the detector will give a detect output. The pulse outputs are not fail safe and will not operate if a failure occurs.

4.4 Response Times

The response time of the detector is the time taken from when a vehicle moves over the loop to when the detector gives an output.

The response times of the PD130 Enhanced Vehicle Detector has been adjusted to prevent false operation in electrically noisy environments, but retain adequate response to vehicles in parking and vehicle access control applications.

5 INSTALLATION GUIDE

Optimum functioning of the detector module is largely dependent on factors associated with the inductive sensor loop connected to it. These factors include choice of material, loop configuration and correct installation practice. A successful inductive loop vehicle detection system can be achieved bearing the following constraints in mind, and strictly following the installation instructions. The detector must be installed in a convenient weatherproof location as close as possible to the loop.

5.1 Product Safety Requirements

WARNING: The unit must be EARTHED**.**

WARNING: Disconnect the power before working on the unit**.**

WARNING: On 120 V_{AC} and 230 V_{AC} models a readily accessible disconnect device must be incorporated into the mains wiring (as per EN60950 Section 1.7.2).

WARNING: On all models the power supply to the unit MUST have short circuit protection and over current protection installed at the power supply source (As per EN 60950 section 1.7.11). Typically this will be a 5 Amp Magnetic Circuit Breaker for AC models and a fuse for DC models.

WARNING: This product must be installed in an enclosure as the IP rating of the detector is IP 30.

WARNING: No user serviceable parts inside. Warranty void if cover removed.

ONLY SERVICE PERSONNEL MAY OPEN THE UNIT TO CHANGE THE INTERNAL SETTINGS.

WARNING: Only use **CE** approved 11 pin relay bases such as Nortech Part No. CTR119090 or equivalent.

As an alternative to the 11 pin relay base, Nortech has a 11 pin wiring harness, Nortech Part No. 301FT0041, which can only be used in SELV voltage (less than 60 V_{DC} or less than 42 V_{AC}) applications.

5.2 Operational Constraints

5.2.1 Environmental Factors to Consider

Even though the PD130 Enhanced Vehicle parking detectors are housed, the system integrator MUST ensure that the detector is installed in a housing/fire enclosure to protect it from the environment.

The PD130 Enhanced Vehicle parking detectors are rated to operate over the industrial temperature range but the rate of temperature change MUST not exceed 1°C per minute. This system integrator MUST ensure that the housing used complies with this rate of temperature change requirement.

For installation **Outdoors** refer to Appendix B.

5.2.2 Crosstalk

When two loop configurations are in close proximity, the magnetic fields of one can overlap and disturb the field of the other. This phenomenon, known as crosstalk, can cause false detects and detector lock-up.

Crosstalk between adjacent loops operating from different detector modules can be eliminated by:

1. Careful choice of operating frequency. The closer together the two loops, the further apart the frequencies of operation must be.

2. Separation between adjacent loops. Where possible a minimum spacing of 2 metres between loops should be adhered to.

3. Careful screening of feeder cables if they are routed together with other electric cables. The screen must be earthed at the detector end only.

4. Running feeder cables in their own slots, separated by at least 300mm

For additional information on **Crosstalk** refer to the section “Crosstalk Prevention” in the DU100 Diagnostic Unit User Manual.

5.2.3 Reinforcing

The existence of reinforced steel below the road surface has the effect of reducing the inductance, and therefore the sensitivity, of the loop detection system. Hence, where reinforcing exists 2 turns should be added to the normal loop, as referred to in section 5.4.

The spacing between the loop and steel reinforcing should be greater than 150 mm, although this is not always practically possible. The slot depth should be kept as shallow as possible, taking care that the feeder remains exposed after the sealing compound has been applied.

5.3 Loop and Feeder Specification

Extensive studies have been undertaken over the years by various agencies around the world in order to ascertain the optimum loop installation materials.

As an insulated conductor is a prerequisite, PVC covered cable has been used for many years as a first choice, but tests have shown, in fact, that this is unsuitable for long term installations. The PVC tends to become porous with the result that adjacent loops become electrically coupled to one another, with resultant crosstalk implications. Instability and susceptibility to electrical interference can also result.

The insulation must withstand wear and abrasion from the shifting streets, moisture, and attack by solvents and oils, as well as withstand the heat of high temperature sealants.

Silicone insulated cable has emerged as one of the preferred insulation materials. Other insulation materials are rubber, thermoplastic, synthetic polymer and cross linked polyethylene.

Stranded loop wire is preferred over solid wire. Because of its mechanical characteristics, a stranded wire is more likely to survive bending and stretching than a solid.

A heavy gauge conductor is definitely desirous in order to maintain the loop Q-factor. The loop and feeder should preferably constitute a single length of insulated multi-stranded copper conductor, with no joints and with the copper having a minimum cross section 1.5 mm^2. The feeder is twisted to minimise the effect of electrical noise.

Joints in the loop or feeder are not recommended. Where this is not possible, joints are to be soldered and terminated in a waterproof junction box. This is extremely important for reliable detector performance. Other forms of joins such as those available in kits, where the joint is properly sealed against moisture, are also permitted.

5.4 Sensing Loop Geometry

NOTES:

1. The circumference of the loop must not exceed 30 m.
2. The area of the loop must not exceed 30 m^2 and must not be less than 1 m^2.
3. The loop must be constructed as detailed below.

Sensing loops should, unless site conditions prohibit, be rectangular in shape and should normally be installed with the longest sides at right angle to the direction of traffic movement. These sides should ideally be 1 metre apart.

The length of the loop will be determined by the width of the roadway to be monitored. The loop should reach to within 300mm of each edge of the roadway.

In general, loops having a circumference measurement in excess of 10 metres should be installed using two turns of wire, while loops of less than 10 metres in circumference, should have three turns or more. Loops having a circumference measurement less than 6 metres should have four turns. It is good practice at time of installation to construct adjacent loops with alternate three and four turn windings.

5.5 Loop Installation

All permanent loop installations should be installed in the roadway by cutting slots with a masonry cutting disc or similar device. A 45° crosscut should be made across the loop corners to reduce the chance of damage that can be caused to the loop at right angle corners.

NOMINAL SLOT WIDTH: 4 mm

NOMINAL SLOT DEPTH : 30 mm TO 50 mm

A slot must also be cut from the loop circumference at one corner of the loop, leading to the roadway edge to accommodate the feeder.

A continuous loop and feeder is obtained by leaving a tail long enough to reach the detector before inserting the cable into the loop slot. Once the required number of turns of wire are wound into the slot around the loop circumference, the wire is routed again via the feeder slot to the roadway edge. A similar length is allowed to reach the detector and these two free ends are twisted together to ensure they remain in close proximity to one another. (Minimum 20 turns per metre) Maximum recommended feeder length is 100 metres. It should be noted that the loop sensitivity decreases as the feeder length increases, so ideally the feeder cable should be kept as short as possible.

The loops are sealed using a “quick-set” black epoxy compound or hot bitumen mastic to blend with the roadway surface.

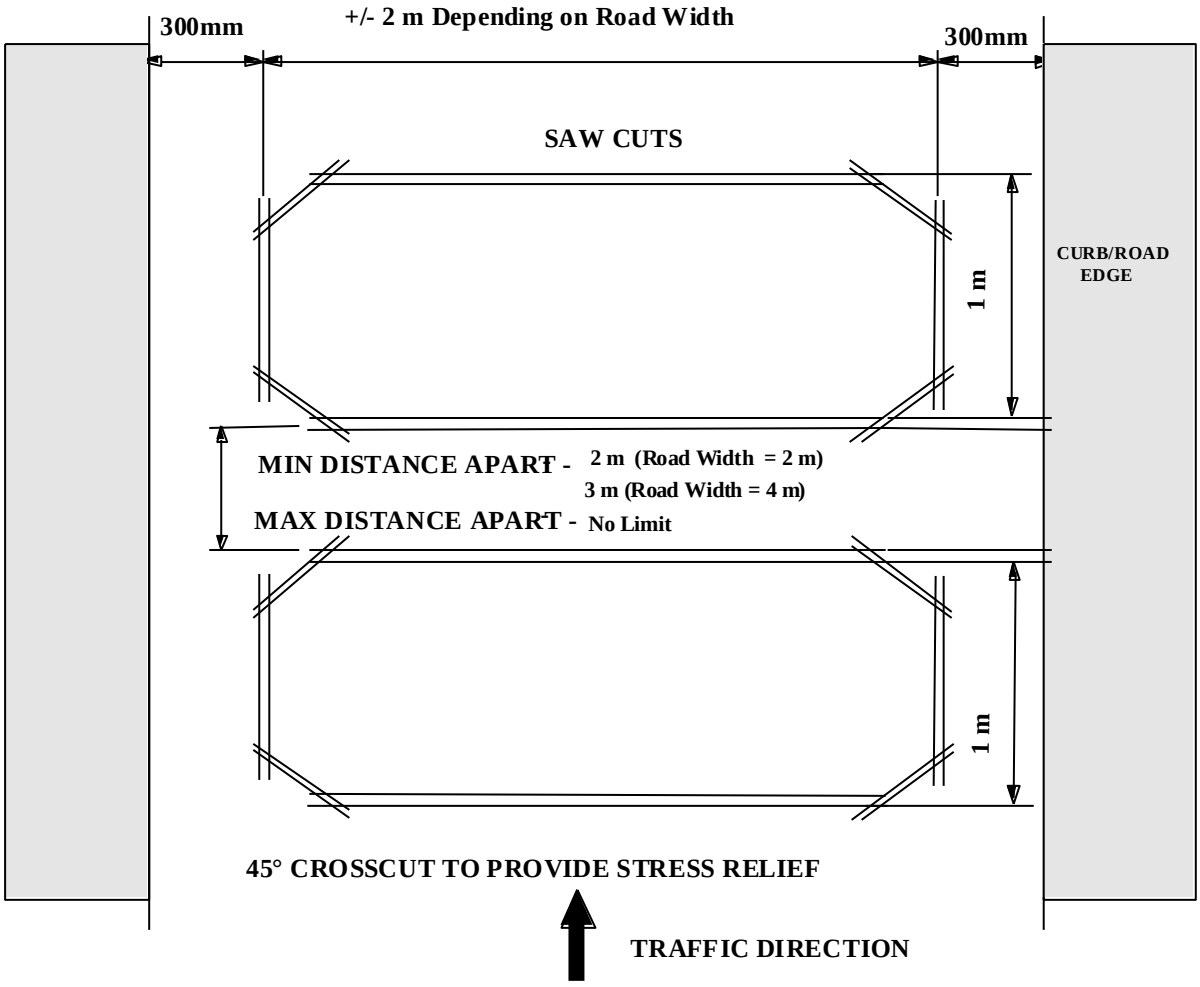

300mm
+/- 2 m Depending on Road Width
300mm
SAW CUTS
1 m
CURB/ROAD EDGE
MIN DISTANCE APART - 2 m (Road Width = 2 m)
3 m (Road Width = 4 m)
MAX DISTANCE APART - No Limit
1 m
45° CROSSCUT TO PROVIDE STRESS RELIEF
TRAFFIC DIRECTION

Figure 5.1 Adjacent loops connected to different detector modules

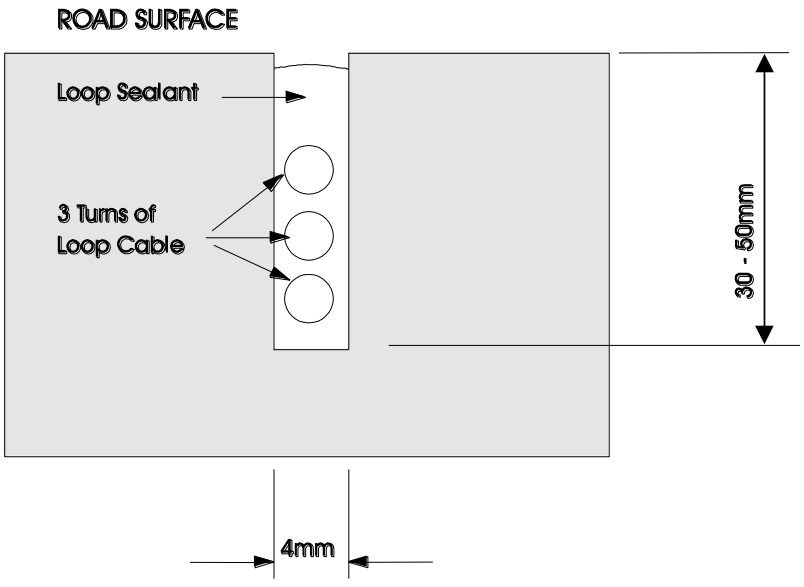


Figure 5.2 Slot Details

6 CONFIGURATION

WARNING: 8. The connector PIN assignments vary from model to model. Refer to the label on the side of the unit for connector PIN assignment.

NOTE 1: The tables below show the PIN assignments for Nortech's standard PD130 Enhanced models. On other models the pin assignments may change.

WARNING: 9. The wiring harness is only rated for SELV voltages (less than 60Vdc or less than 42Vac).

If the relays are to switch higher voltages use CE LVD approved 11 pin sockets

NOTE 2: All relay contact descriptions refer to the tuned and undetected state.

6.1 PD131 Enhanced Detector - Order number 301FT0119

11-pin connector wiring for PD131 DETECTOR - Order number 301FT0119

301FT0045 Wiring Harness Wire COLOUR	11 PIN Connector Pin No.	FUNCTION	
Red	1	Live	Power supply
Black	2	Neutral	120V 10% 50/60 Hz
Grey	3	Pulse Relay N/O	
Green	4	Earth	
Brown	5	Presence Relay N/O	
Yellow	6	Presence Relay Common	
Blue	7	Loop	Twist this
White	8	Loop	Pair
Violet	9	Pulse Relay Common	
Pink	10	Presence Relay N/C	
Orange	11	Pulse Relay N/C	

WARNING: 10. The wiring harness wire colour to PIN No. assignment only applies to wiring harness Part No. 301FT0045. Other wiring harnesses will have different wire colour to PIN No. assignments.

6.2 PD132 Enhanced Detector - Order number 301FT0101

11-pin connector wiring for PD132 DETECTOR - Order number 301FT0101

301FT0041 Wiring Harness Wire COLOUR	11 PIN Connector Pin No.	FUNCTION	
Red	1	Live	Power supply
Black	2	Neutral	230V 10% 50/60 Hz
Grey	3	Pulse Relay N/O	
Violet	4	Pulse Relay Common	
Yellow	5	Presence Relay N/O	
Brown	6	Presence Relay Common	
Blue	7	Loop	Twist this
Blue	8	Loop	Pair
Green/Yellow	9	Earth	
Pink	10	Presence Relay N/C	
White	11	Pulse Relay N/C	

WARNING: 11. The wiring harness wire colour to PIN No. assignment only applies to wiring harness Part No. 301FT0041. Other wiring harnesses will have different wire colour to PIN No. assignments.

6.3 PD134 Enhanced Detector - Order number 301FT0122

11-pin connector wiring for PD134 DETECTOR - Order number 301FT0122

301FT0041 Wiring Harness Wire COLOUR	11 PIN Connector Pin No.	FUNCTION	
Red	1	Live	Power supply
Black	2	Neutral	12V –10% to 24V +10% AC/DC
Grey	3	Pulse Relay	N/O
Violet	4	Pulse Relay	Common
Yellow	5	Presence Relay	N/O
Brown	6	Presence Relay	Common
Blue	7	Loop	Twist this
Blue	8	Loop	Pair
Green/Yellow	9	Earth	
Pink	10	Presence Relay	N/C
White	11	Pulse Relay	N/C

WARNING: 12. The wiring harness wire colour to PIN No. assignment only applies to wiring harness Part No. 301FT0041. Other wiring harnesses will have different wire colour to PIN No. assignments.

7 APPLICATIONS

The PD130 Enhanced single channel detectors can be used in a variety of applications in the parking and door / gate environments:

- To arm card readers and ticket dispensers.
- As a barrier/gate/door closing detector.
- As a barrier/gate/door opening detector (Free exit).
- To generate pulses for counting vehicles.

Some of the features that make the PD130 Enhanced Detector ideal for these purposes have been described in the preceding paragraphs.

For more details on parking applications, refer to “Parking Applications Manual”, Document No. MKT0003.

8 CUSTOMER FAULT ANALYSIS

8.1 Fault Finding

FAULT	CAUSED BY	REMEDY
Red LED does not glow on power up.	If the indicator is off then there is a fault on the power connection to the unit.	Check power feed to the unit.
After the initial tune period the Green LED flashes (ON for 1 second and OFF for ½ second).	Unit cannot tune to the loop due to faulty loop or feeder connection. Loop may be too small or too large. Faulty detector unit.	Check loop installation and connections. Recut as per installation instructions. Replace unit.
After tuning, the loop output LED flashes *intermittently* and the relay chatters.	The loop is getting spurious detects due to: a) Crosstalk with adjacent detector. b) Faulty loop or feeder connection.	 a) Change frequency setting. b) Check that the feeders are correctly connected and adequately twisted.

8.2 DU100 – Detector Diagnostic Unit

The DU100 Diagnostic unit is a hand-held test instrument that has been designed to operate with the PD130 Enhanced detector to provide installation / service personnel with positive verification of the correct installation and operation of the vehicle detector.

The following parameters may be verified using this instrument:

1.	Detector type and version	
2.	Loop status	Display of loop frequency and magnitude of current change of loop inductance %ΔL/L
3.	Frequency	Readout of the actual loop operating frequency and the magnitude of the frequency drift since the last re-tune.
4.	Sensitivity	Displays the Minimum and Maximum changes of Inductance %ΔL/L that caused a detect since the last re-tune.
5.	Status	Displays the current status of the detector i.e. Undetect, Detect, Open circuit, Short circuit or Indeterminate.
6.	Time	The time in days and hours since the last re-tune and the reason for the last re-tune i.e. Reset: manual or power failure, Loop short circuit. Loop open circuit, Indeterminate or an Inductance change of greater than 15 %ΔL/L (typical). This historical information is invaluable for providing information about intermittent faults.
7.	Crosstalk	Allows for the comparison of the operating frequencies of detector loops in close proximity to each other. If the operating frequencies are too close the DU100 test will indicate a failure.

For further information refer to the Diagnostic Unit DU100 User Manual Document

It is highly recommended that after installation of a detector (or if the loop has been changed in any way) that the DU100 Diagnostics Unit is used to verify the correct operation of the detector. A record of the readings should be kept so that if there is a problem in the future a comparison can be made to identify what has changed. The form in Appendix A could be used to record these readings.

8.3 Interpretation of DU100 Readings

8.3.1 Frequency

For the PD130 Enhanced Detector the Minimum frequency is 12 kHz and the Maximum frequency is 85 kHz.

If a 20 µH loop is connected directly (no feeder cable) to the Detector and the Frequency switches are set to “High Frequency” the typical frequency would be 84 kHz.

If a 1500 µH loop is connected directly (no feeder cable) to the Detector and the Frequency switches are set to “Low Frequency” the typical frequency would be 13 kHz.

If the Frequency reading from the DU100 is close to the Maximum Frequency the inductance of the LOOP is too small – you need to add turns to the loop.

If the Frequency reading from the DU100 is close to the Minimum Frequency the inductance of the LOOP is too high and you need to remove turns from the loop.

If the detector is operating close to either limit it is possible that either the frequency drift caused by environmental changes or the shift in frequency caused by a large ΔL/L detect will cause the frequency to go outside the limits and cause a retune.

8.3.2 Frequency drift

The PD130 Enhanced Detector can handle environmental conditions that cause the frequency to drift up to at a rate of approximating 1 %ΔL/L per minute.

If the Drift reading approaches this value the detector will have problems tracking the environmental change.

If the drift is higher than say 0.5 %ΔL/L per minute this will indicate a possible fault with the loop or feeder cable. Possibly the wire insulation has deteriorated and moisture is causing a short to earth or that wires of the loop are no longer encapsulated and are moving.

For more information about Frequency drift refer to the “Theory of Application” section in Diagnostic Unit DU100 User Manual Document.

8.3.3 Sensitivity

For a standard loop of 1.0 metres by 2.0 metres with 2 turns (circumference less than 10 m) and a ten meter feeder cable the following table shows typical sensitivity values for different vehicle types:

VEHICLE TYPE	**%ΔL/L**
Metal Supermarket Trolley	
Bicycle	0.04
Motorbike	0.12
Articulated Truck	0.38
Four Wheel Drive	0.40
5 Ton Tip Truck	0.45
Motor Car	> 1.00
Forklift	> 1.00

For more information about Sensitivity refer to the “Theory of Application” section in Diagnostic Unit DU100 User Manual Document

8.3.4 Time

This is a powerful tool in identifying problems with an installation. The time since the last retune of the detector will let you know when the event occurred and the reason will inform you of what caused the event.

8.3.5 Crosstalk

For information about resolving crosstalk refer to the “Theory of Application” section in Diagnostic Unit DU100 User Manual Document.

8.4 Functional Test

To test a detector, connect it to an inductive loop with a total inductance in order of 300 microhenries. (This may be achieved in the workshop by winding (x) turns of wire on a non-metallic former of diameter (y)).

X = 19 turns 0,25mm wire

Y = 238mm (9.4 inches)

Bring a small metal object approximately the size of a matchbox close to the loop coil. The following will happen on detection:

The OUTPUT LED will light up.

The PRESENCE output relay will operate.

The PULSE relay will operate momentarily (approximately 150ms duration).

To check the sensitivity, presence time etc., use should be made a calibrated tester, which compromises of a calibrated loop similar to the one described above with a moveable vane, which can be moved over the loop at pre-determined heights.

This device together with the DU100 hand-held test instrument will allow comprehensive analysis of the operating characteristics of the detector.

APPENDIX A - FCC ADVISORY STATEMENT

NOTE: This equipment has been tested and found to comply with the limits for a **Class B** digital device, pursuant to Part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation.

Operation is subject to the following two conditions:

1. This device may not cause harmful interference, and
2. This device must accept any interference received, including interference that may cause undesired operation

This equipment generates, uses and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications.

However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one or more of the following measures:

Reorient or relocate the receiving antenna.

Increase the separation between the equipment and receiver.

Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.

Consult the dealer or an experienced radio/TV technician for help.

The following booklets prepared by the Federal Communications Commission (FCC) may also prove helpful:

- How to Identify and Resolve Radio-TV Interference Problems (Stock No. 004-000-000345-4)
- Interface Handbook (Stock No. 004-000-004505-7)

These booklets may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

WARNING: 13. Changes or modifications not expressly approved by the party responsible for compliance could void the user's authority to operate the equipment.

APPENDIX B – INSTALLATION OUTDOORS

Appendix B.1 IEC 60950-22:2005 – Outdoor cabinet

If the PD130 Enhanced Detector is to be installed outdoors it must be installed in a cabinet / housing that complies with the requirements of IEC 60950-22:2005 for a minimum of pollution degree 2.

Appendix B.2 IEC 60950-22:2005 - Northern Europe

To achieve outdoor operation down to -50 °C as required by IEC 60950-22:2005 for Northern Europe (Finland, Norway and Sweden) a heater with a thermostat must be included in the cabinet that houses the PD130 Enhanced Detector.

Appendix B.3 IEC 60950-1:2005 – Overvoltage Category

If the unit is likely to be exposed to transient overvoltage greater that IEC 60950-1 Overvoltage Category II additional protection must be provided external to the unit on the supply lines.

APPENDIX C – REQUEST FOR TECHNICAL SUPPORT FORM

For Technical support please fill in the form below and send it to your supplier. Its is recommended that at installation you complete this form as a record of the Installation. If there is a problem later on you can identify what has changed.

For locating faults in "**Inductive Loop Vehicle Detector"** installations it is highly recommended that you use the DU100 DIAGNOSTICS UNIT. Please refer to the DU100 user manual for details of how to operate the DU100.

Contact Details:

Your Name: _____

Your company: _____

Telephone No. _____ Mobile/Cellphone No. _____

FAX No. _____

E-mail: _____

Postal address: _____

_____

_____

Product Model (i.e. PD134) _____ Product FT No. **301FT**_____

Product Serial Number: _____

Site Name: _____

Detector No. (at the site): _____

What are the settings of the switches on the front of the unit ON or OFF

Switch 1 _____ (FREQ Frequency)

Switch 2 _____ (FREQ Frequency)

Switch 3 _____ (SENS Sensitivity)

Switch 4 _____ (SENS Sensitivity)

Switch 5 _____ (ASB Automatic Sensitivity Boost)

Switch 6 _____ (FILT Filter)

Switch 7 _____ (PULSE Pulse on detect or un-detect)

Switch 8 _____ (PRES Presence Limited or Permanent)

What application is this unit used in (short description)

_____

_____

_____

POWER SUPPLY DETAILS:

Nominal Voltage: _____ V Minimum Voltage: _____ V Maximum Voltage: _____V

AC or DC ? _____ If AC then the Frequency _____ Hz

LOOP DETAILS

Size of loop: _____ m by _____ m Shape of loop: _____

Number of Turns: _____ Size of wire used (mm^2 or AWG) _____

Type of wire insulation and thickness of insulation: _____

How far below the surface is the loop: _____ mm

Are there any metal objects below the loop such as concrete reinforcing, water pipes etc if yes please give details:

_____

_____

_____

Are there any power cables below the loop if yes please give details:

_____

_____

_____

Are there any other loops in the area if so how many? _____ and how close to this loop are they? _____ m

FEEDER CABLE DETAILS

Length of feeder cable _____m

Size of wire used (cross sectional area of copper mm^2 or AWG) _____ (should be 1.5 mm^2 or larger)

Type of wire insulation and thickness of insulation:_____ (should be _____)

Type of feeder cable used (screened, armoured, multicore, etc.)

_____

_____

In the feeder cable how many twists per meter are there?_____ (should be more than 20 per metre)

Are there any other cables close to this feeder cable? If so please give details:

_____

_____

_____

FEEDER CABLE AND LOOP DETAILS

DC resistance of Feeder plus Loop: _____ ohms

Inductance of Feeder plus Loop: _____ Micro Henries

Loop and feeder resistance to earth (with detector unplugged) using a 500V Megger:
_____ Ohms (should be greater than 10 Mega Ohms)

READINGS FROM DU100 DIAGNOSTICS UNIT

Frequency: _____ kHz Loop Frequency Drift: _____ %

If you do not have a DU100 when the detector tunes how many times does the green LED flash_____

Inductance Change for each type of vehicle that is encountered on this site. (Use the maximum sensitivity reading from the DU100 and reset the detector between each reading):

Bicycle: _____ %ΔL/L

Motorbike: _____ %ΔL/L

Car: _____ %ΔL/L

Articulated truck: _____ %ΔL/L

Four wheel drive: _____ %ΔL/L

5 Ton Tip Truck: _____ %ΔL/L

Forklift: _____ %ΔL/L

Other specify: type _____ Change _____ %ΔL/L

Sensitivity Min: _____ %ΔL/L Max: _____ %ΔL/L

Status (Undetect, Detect, Open circuit, Short circuit or Indeterminate):_____

Time since last retune: _____ days _____ hours

Reason for Retune (Reset: manual or power failure, Short circuit, Open circuit, Indeterminate, Inductance change of greater than 15 %ΔL/L (typical): _____

Crosstalk (Pass / Fail): _____ If fail actual frequencies of the two problem detector loops

Frequency 1:_____kHz Frequency 2:_____kHz